

INFORMATION REPORT

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1A

COUNTRY Germany (Russian Zone)  
 SUBJECT Fuel Production, Storage, and Distribution

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1. following figures on the distribution of fuels in the Soviet Zone of Germany for the first quarter of 1950. Changes in distribution figures are continually being made because of the special allocations of excess production. Figures are in metric tons.

	Gasoline (Vergaserkraftstoff- carburetor fuel)	Diesel fuel (Dieselkraftstoff)	Other fuels
Foreign trade	15,000	33,000	
Reparations	3,000	5,000	
SAG	5,000	3,000	
Russian agencies	8,500	3,000	780 benzol 250 petroleum 7,000 oils of all kinds
Agriculture	2,800	21,000 including special Diesel fuel	
VdI (Police)	2,000	500	
<u>Total Allocations</u>	36,300	65,500	
<u>Total Production (1)</u>	81,000	83,450	625 technical gasoline 9,000 solvents 113,000 kerosene oil 900 petroleum

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CLASSIFICATION

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the President of the United States.  
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25X1X The amount of gasoline used by the Soviet Air Force in Germany presumably is approximately the same as the amount of airplane gasoline produced in Tröglitz (2) and Böhlen. [REDACTED] the SAG-Werk, Benzinfabrik, Böhlen produced 2,000 tons a month of special airplane gasoline (90 octane) which is stored in the secret underground tanks at Böhlen. (3)

25X1X 2. [REDACTED] no changes in the reparations deliveries of fuel. However, all exports of fuel, except those to West Germany, had been stopped in February 1950. Another change has been the introduction of three price scales for fuel. The railroad, the Ministry of the Interior, and the government receive gasoline for the normal price (4); VWB's pay the normal price for 50 percent of their gasoline and pay higher prices for the remaining 50 percent; this same system applies to private industries up until 1 April 1950; after that date, private firms must pay DM 4 per liter.

25X1X 3. Of the synthetic fuels exported from the DDR, 80 percent go by rail, 15 percent by boat, and 5 percent are transported by tank cars. [REDACTED] thirteen transport brigades for transport east had been established as of 5 December 1949. The following numbers have been given so far:

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Brigade number 6	Berlin-Lichtenberg
Brigade number 7	Berlin-Karlshorst (mostly for petroleum products)
Brigade number 8	Guben (mostly for petroleum products)
Brigade number 9/10	Cottbus

Gasoline is transported by these brigades mainly to Cherbinka. All trains pass through eight control points and are escorted by Russian troops.

25X1X 4. [REDACTED] the fuel transports to the east suffer considerable damage from partisan attacks. Approximately 50 percent of the tank cars going through Poland are punctured by small arms fire, and with the fuel run out, the cars must come back to Germany for repair. Damage is allegedly even greater on transports through Czechoslovakia.

25X1X 5. Following are the 1949 production figures in metric tons for synthetic fuels in the Soviet Zone. [REDACTED]

	4th quarter	3rd quarter	2nd quarter	1st quarter
Diesel fuel	90,080	78,500	79,600	83,000
Carburetor fuel	75,950	88,650	87,450	76,475
Technical gasoline	770	500	700	650
Heating oil	14,100	14,000	12,000	13,900
Solvents	no figures	3,000	4,500	no figures

This production is 80 percent of capacity. There are indications that the 1949 production is being exceeded considerably this year. Recently reserves are being built up again since obstructions to delivery caused the state's reserve to sink from 16,000 tons to 4,000 tons between November 1949 and 15 January 1950. Delivery difficulties, particularly disorganization of transportation facilities, constitute the main bottleneck to production.

25X1X 6. Secret subterranean tanks have been built in Böhlen and in Tröglitz to store special airplane gasoline [REDACTED]

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7. [REDACTED] new storage tanks erected on the Baltic Sea coast; these have been derived in part from the dismantled Wifoanlage in Zarrentin. The storage capacity of the large tank installation in the Soviet Zone is about 16,000 metric tons, not counting the storage space in the plants. The plants can store a reserve of about 7,000 metric tons, but according to the new plans only negligible amounts will be stored in the plants as reserve. There are 560-700 fuel depots and transfer points.
8. As of February 1950, only a fourth of the fuel storage capacity was in use. The Lichtenberg, Rummelsburg, and Adlershof depots in Berlin had 800 tons together, but this amount is increasing, particularly in Rummelsburg, where work is performed on a twenty-four hour basis. An order has been issued that the Berlin fuel depots be filled by 1 May 1950.
9. Large motor oil shipments were being received from Hungary in February. The total shipment is expected to be 3,000 tons and is to be stored in Riesa.

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- (1) [REDACTED] The figures for distribution do not tally with the total production figures. Unaccounted for in the distribution list are 44,700 tons of carburetor fuel and 17,950 tons of Diesel fuel.

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